

The Times-Herald.

BURNS, HARNEY COUNTY, OREGON, NOVEMBER 25, 1911

NO. 2.

RAILROAD TO HARNEY COUNTY BEGUN

Judge Lovett Talks :: Chief Engineer Stradley Visits Burns

CHIEF'S ANNOUNCEMENT

You May Say We Are Starting the Construction Work West

CONSTRUCTION MAN OVER ROUTE

Mr. Wattis of Utah Construction Co. Accompanies Chief Stradley Over Right-of-Way Through the Malheur Canyon to Burns--Two Roads for Valley.

You may say that we are going to begin construction work on the east and west line," said Chief Engineer Carl Stradley of the Harriman system Thursday morning while visiting with the editor in the Times-Herald. Mr. Stradley came in yesterday evening accompanied by H. Wattis of the Utah Construction Co. with headquarters at Ogden.

He came in over the right-of-way through Malheur canyon, and the trip part way by in order that Mr. Wattis might view the country and get a better idea of the character of the work. They were met yesterday at the Fister Ranch by L. Gault of the First National Bank with an auto and a party of men from here and day of Prairie City Thursday.

Mr. Stradley was shown an interview of Judge Lovett's Oregonian.

They are preparing to prosecute construction work just as conditions and circumstances will permit," said Mr. Wattis, "but just how fast this will progress I am unable to say at this time."

Mr. Stradley has been a construction booster for the east and west line through Harney valley since the preliminary work started several years ago, he had charge. His presence resulted in Judge Lovett, chairman of the board of directors of all the Harriman making a personal inspection of this territory last summer.

There is no doubt of the principle of the chief engineer representative of the Harriman Co. being the most important of any yet made and more to the Harney county many realize. There is no further doubt of the building of a road into this territory with a little delay.

Mr. Wattis was most agreeable in this big country and it was a pity it had been so long. On leaving the Times-Herald office he remarked that he hoped to see us in the near future. "We are going to persuade Mr. Stradley to come in here, and the conditions are favorable," said

Central Oregon. That is, whether they are willing to put their land on the market at prices that will attract settlers or whether they will prepare to discount railroad facilities in advance and withhold their land from settlement, demanding prices that will prevent the development necessary to justify a railroad.

"I don't mean to say that we will proceed with construction at a rapid rate now, because many other conditions are to be taken into consideration.

"It must be remembered that we have a great deal of work in progress which calls out a vast amount of money. We have got to cut our coat according to the cloth."

The cross-state line will connect with the Oregon Short Line at Vale on the east, and will pass through Malheur Canyon, the rights of way for which recently were secured by the Harriman interests by an agreement with the Hill roads, who had some claims in that section. Judge Lovett said last night that whether this road will connect with the O.-W.-R. & N. system at Bend, as has been reported, has not been determined.

"The development of the railroads and the development of the country by the railroads," he continued, "rests with the people.

"If the railroads are treated justly, fairly, they can develop. If they are treated unjustly and unfairly and are hounded by unfair laws and unequal advantages under the law, then they can't develop.

"My own opinion is that the people are awakening to the fact that there is no quarrel between them and the railroads and that they have more interest in the railroad facilities and in good railroads than they have in almost any other property that they don't directly own, and certainly as much interest as they have in good county roads and highways.

"It is also becoming well known that you can't have railroads and good railroads in this section unless you pour money into them. Money for this purpose is not to be gotten unless it is properly protected.

"However, I am not losing sleep over this problem. I have unlimited faith in the common sense and justice of the people. Sometimes they are a little slow in grasping these different problems, but they'll grasp them sooner or later."

Now is the time for Burns to move and be in readiness to meet conditions that are soon to confront us. We are going to have the long cherished railroad and Burns is on the way to stay.

Judge Lovett has said the line is to be built and Chief Stradley's visit here bears out the statement. The following is taken from an interview published in Sunday's Oregonian:

After announcing the intention of the Harriman interests to build an east and west line across Central Oregon, providing land owners do not hold their property at figures that will prevent the state from securing desirable settlers, Judge Robert S. Lovett, chairman of the board of directors of all the Harriman roads, last night predicted the dawn of a brighter era of relationship between the people and the railroads.

The east and west line across Oregon is receiving more serious consideration from Mr. Lovett and his associates right now than at any time since the death of Mr. Harriman.

"We are making definite surveys to determine the final location of that line," said Mr. Lovett. "We have surveyed it several times, but are going over it again to determine what, if any, changes ought to be made in the original.

"We are doing some construction work on the east end of the line. How fast we will proceed will depend upon a number of conditions. One of these is the attitude of the land owners in

Central Oregon. That is, whether they are willing to put their land on the market at prices that will attract settlers or whether they will prepare to discount railroad facilities in advance and withhold their land from settlement, demanding prices that will prevent the development necessary to justify a railroad.

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Mr. Wattis. Practically all the construction work of the Union Pacific and Short Line has been let through the Utah Construction Co.

Both gentlemen spoke of the substantial appearance of our little city and its beautiful location. Mr. Stradley said he had always maintained that this country was too big to be served by one railroad—that a line through the center would not give it the service the territory justified. It was not practical to make a big curve in the main line but another road—a belt line—would serve this portion of the valley.

This is gratifying news to the business interests of Burns and justifies more substantial improvements which are under consideration.

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Clay Clemens mill is the nearest one to Burns where all kinds of lumber both rough and dressed can be had. Near Canyon road. Call him by phone for quick orders.

Alteration free at Schenk Bros.

Remember the animal Thanksgiving ball by the Mothers' Club in the new hall in The Times-Herald building on Friday, Dec. 1. Help the play ground fund.

PUBLICITY FOR HARNEY

Personal Representative With Governors' Special in East

"OUR BILL" HANLEY ON THE JOB

James J. Hill and Hanley Tell About Central Oregon's Wonders at Chicago Land Show--Territory Larger Than Iowa Without a Railroad--Exhibits the Best.

According to the Portland Journal Harney county is particularly fortunate in having a personal representative on the Governors' Special train which is to tour the east with exhibits of products of the Northwest. Our "only" Bill Hanley is to be on the job and we may expect results. The Journal says:

The Oregon exhibit car of the Governors' Special will leave the North Bank depot this morning for St. Paul where the train will be made up ready for the start on November 27 on a tour through the eastern states. Governor West, Tom Richardson and William Hanley, president of the Central Oregon Development League, will represent Oregon on the trip.

William Hanley is already at St. Paul and yesterday Promotion Manager C. C. Chapman, of the Commercial Club, received a telegram from him stating that the St. Paul land show which is to open there at the time the Governors' Special is being made up is going to out rank any show of its kind ever held. The telegram states that Oregon appears especially favored.

The train will be on the road three weeks, and following is the itinerary: Nov. 27, leaves St. Paul; November 28, Chicago; November 29, Kalamazoo, Grand Rapids; November 30, Detroit and Toledo; December 1, Cleveland; December 2, Buffalo; December 4, Rochester; December 5, Syracuse, Utica; December 6, Albany; December 7, Washington, D. C.; December 8, Baltimore; December 9, Philadelphia; December 11, New York; December 12, Harrisburg; December 13, Pittsburgh; December 14, Columbus; December 16, Indianapolis; December 18, St. Louis; December 19, St. Paul.

INDUSTRIAL NOTES.

(Portland Correspondent)

That the completion of the Panama Canal will mean millions of dollars annually to the fruit growers of the Pacific Northwest was the statement of J. N. Teal in an address to the State Horticultural Society at its annual meeting. He believes the fruit grower will profit more by the opening of the canal than the man engaged in any other industry, with the possible exception of the lumberman, although producers generally will be much benefited.

Mr. Teal told of the reduced rates to the markets of the world that will follow when the canal is opened, while at the same time better rates will lower the cost of almost everything the horticulturist uses. Markets for fruit will be widened greatly because of cheapening the transportation and Mr. Teal estimates a saving of approximately \$20,000,000 in freight charges to growers of the Northwest each year.

Oregon will have a creditable exhibit on board the Governor's special train that leaves St. Paul November 27 for a three weeks tour of the east. Various communities have contributed products and the exhibit has been sent forward. It is believed such a showing will have a good effect in attracting settlers to this state.

A deal is now being negotiated for the title to hop lands near Independence whereby Krebs Bros. and Pacific Coast brewers will combine yards with an aggregate of 1000 acres. The company will have a capital stock of \$250,000 and this farm will be the largest in the world given over exclusively to hop growing.

Legislation that will give the buyer of clothing the same protection as the pure food law gives the purchaser of provisions is to be sought as the result of the recent convention of Oregon wool growers. "Pure Wool" may be demanded and those making and selling goods of poorer quality must label their product, showing how much wool and how much shoddy the goods contain, if the proposed measure is made a law.

We have this additional interesting information in a Chicago dispatch to Portland papers as to the publicity we are receiving at the present time.

The wonders of Oregon were related at length to an interested throng at the Land Show today by James J. Hill, the railroad builder and chairman of the board of directors of the Great Northern Railway.

Mr. Hill touched in particular on the great possibilities offered by the Central Oregon country to the homeseeker. He told his audience that it was a section so large and so undeveloped that the entire state of Iowa could be dropped into it and not be touched by a railroad.

Among the distinguished visitors at the show today, besides Mr. Hill, were Louis W. Hill, president of the Great Northern; William Hanley, of Burns, Ore., and ex-Governor Brady, of Idaho.

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To get due recognition for the Columbia and Snake rivers in appropriations by the government, the whole Northwest is interested in sending a strong delegation to the Rivers and Harbors Congress which will be held at Washington, D. C., December 6 to 8. Oregon, Washington and Idaho commercial bodies are naming delegates and it appears there will be a good representation.

Hood River's Commercial Club wants 300 new families to settle there next year and will carry on a more extensive publicity campaign to attract them. The Ashland Commercial Club is in good shape, being out of debt, with money in the treasury. Springfield business men have just held a house warming in their new Commercial Club quarters and they look forward to an active year.

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New Course in Rural Hygiene.

"The farmer ordinarily gives far more attention to the health of his stock than to that of himself and family," said Prof. T. D. Beckwith of the bacteriology department of the Oregon Agricultural College in speaking of the course of rural hygiene to be inaugurated this winter during the short course.

The point that the health of the people may be reckoned in dollars and cents to the community escapes the average citizen in his mad scramble for more evident wealth," he continued. "For example, it is computed that the annual loss to the United States through human tuberculosis amounts to \$600,000,000 which is approximately three-fourths the value of the entire wheat crop of the country. This immense annual loss, about 75 per cent of which is preventable, is due solely to careless and ignorance of the most rudimentary rules of life and health. Of vastly greater importance than the money loss is the pain and suffering most of which can be prevented by a little care and knowledge."

The short course lectures, which will be illustrated with stereopticon views, will cover such subjects as water supply (especially from wells), their location and construction as to health; sanitary methods of sewerage disposal, the use and abuse of septic tanks; transmission of disease, such as tuberculosis; flies and grem carrying; cause of colds and grippe and other epidemics.

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RALLY DAY! RALLY DAY!

Tomorrow at the Presbyterian Church. Commencing with a fine Sunday school promptly at 10 o'clock a. m. to be followed by corresponding service at 11 a. m. There will be special music by our choir--and a sermon by the pastor with theme: "People with a Purpose." At 6:30 p. m. a Rally Day Endeavor meeting. Miss Egli is to lead and Miss Irving is to sing a solo. In the evening Rally Day Church Service at 7:30 p. m. Subject: "20th Century Church. What it Should Be." The choir will repeat by request the beautiful anthem sung on installation day. "Hark, Hark, my Soul." A cordial welcome awaits you. Come and bring a friend.

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MEN I HAVE SKETCHED

This week the subject of the sketch is Sherman

CONDITIONS

The contest is open to all readers of The Times-Herald below the age of twenty-one years excepting teachers of drawing and professional artists.

Cut out of the columns of The Times-Herald each week Mr. Davenport's cartoon and make a free hand copy of it on clean white letter or drawing paper either with pen or pencil.

Then mail the clipping and your copy together with your name, age and address to MANAGER, THE TIMES-HERALD'S HOMER DAVENPORT DRAWING CONTEST. Each week a committee will pass upon the drawings and make the awards.

To the person submitting the best drawing will be given a handsome artist's proof of Mr. Davenport's sketch printed on Japan paper and personally autographed by the great artist.

These autographed artists proofs are not for sale at any price and will be highly treasured by those who are so fortunate as to receive them.

The educational value of this contest as an encouragement to the study of art and modern history cannot be overestimated.

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To the Public:

In order that there may be no questions raised later, we wish to announce that no person connected with our store, or any member of their families, will be allowed one piano vote. We positively will not sell these votes. One single vote cannot be purchased from us at any price. We are going to give the beautiful \$400 Upson Parlor Grand Piano now on exhibition at our store to the person presenting to us the greatest number of piano votes on July 4th ABSOLUTELY FREE.

For every cent you purchase of anything in our store, you are entitled to one Piano Vote.

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REED BROS. Proprietors.

W. T. LESTER, Manager and Salesman.

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A. A. PERRY, Secretary and Notary Public

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